An 2/989-2

VFR TERMINAL AREA CHART
ANCHORAGE

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Horizontal Datum: North American Datum of 1927
Topographic data corrected to October 1989

24 *TH EDITION December 14, 1989*
Includes airspace amendments effective *November 16, 1989*
and all other aeronautical data received by October 19, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *JUNE 28, 1990*

ANCHORAGE TERMINAL AREA
AIRPORT RADAR SERVICE AREA

80 --- Ceiling of ARSA in hundreds of feet MSL
15 --- Floor of ARSA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
ANCHORAGE INTL		CONTINUOUS	118.4	118.3 257.8	ASR
BRYANT AHP		0500-1700 MON-FRI 0700-1700 SAT-SUN SUMMER 0500-1900 MON-FRI 0700-1900 SAT-SUN WINTER		125.0 241.0	
ELMENDORF AFB		CONTINUOUS	124.3 273.5	127.2 255.6	ASR/PAR
KENAI		0600-2200	120.3	121.3* 239.3*	
LAKE HOOD SPB		CONTINUOUS	125.6	126.8	
MERRILL		0600-2400 MAY 1-AUG 31 0600-2300 SEP 1-APR 30	123.7	118.7*	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ANCHORAGE ARSA	118.6 290.9 (246-330) 2000' AND ABOVE 119.1 363.8 (246-330) BELOW 2000' 118.6 290.9 (331-070) 3000' AND ABOVE 119.1 363.8 (331-070) BELOW 3000' 123.8 (161-210) 4000' AND ABOVE 126.4 (161-210) BELOW 4000' 123.8 (071-160) 6000' AND ABOVE 126.4 (071-160) BELOW 6000' 259.3 (071-245) 123.8 (211-245)

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2203 A	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 B	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 C	EAGLE RIVER, AK	TO 5000	0500-2400 MON-FRI O/T BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON

10-19-89

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/11:

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VFR TERMINAL AREA CHART
ANCHORAGE

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Alaska Supplement for details for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

(R) Private ("Pvt)" - Non-public use having emergency or landmark value.

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

(H) Heliport-Selected (U) Unverified (⊗) Abandoned - paved having landmark value. (F) Ultralight Flight Park Selected

Services - Fuel available and field tended during normal working hours depicted by use of tabs around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating light or operation Sunset to Sunrise.

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME (C) 118.3 ★ ● — Indicates Flight Service Station on field.
ATIS 123.8 — UNICOM
285 L 77 122.95
VFR Advsy 125.0
Airport at entry

FSS - Flight Service Station
C - 118.3 - Control Tower (C) - primary frequency
★ — Star indicates operation part time. See tower frequencies tabulation for hours of operation.
● Indicates Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
L - Lighting available on request, part-time lighting, or pilot-controlled lighting
72 - Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.
All times are local.
NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR/DME
- Non-Directional Radiobeacon
- RBc — POINT LOMA 302 · — — 11 (+10) K+ 65s — Marine Radiobeacon
- Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets, RCO, etc.

122.1R 122.6 123.6
OAKDALE
362 118.8 OAK
Underlined indicates no voice on this freq.
Squawk indicates TWEB, AWOS or HIWAS available at this NAVAID.
R - receive only
T - transmit only

122.1R
MIAMI
Controlling FSS

122.1R
CHICAGO CHI
Heavy line weight indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.
For airport Advisory Service use FSS freq 123.6
In Canada all available FSS frequencies are shown.
Frequencies above this line box are remoted to NAVAID ch. Other freqs at controlling FSS may be available determined by altitude or area. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and selected airspace effective below 18,000 ft MSL are shown on this chart. All times are local.
CZ—Control Zone
CZ - Extends upwards from the surface.
CZ within which fixed wing special VFR flight is prohibited.
Class C or F CZ (Canada).
TA—Termination Area
The floor of controlled airspace are shown by hot bands (Vignette) and are color coded in blue and magenta.
Floor 700 feet above surface.
Floor 1200 feet above surface.
2000 MSL — Floors other than 700 feet or 1200 feet above surface.
Prohibited, Restricted, Warning and Alert Area
MOA - Military Operations Area
Special Airport Traffic Areas
Special Air Traffic Rules (See F.A.R. Part 93 for details.
NAME (Magenta, Blue, or Black) Visual Check Point
Parachute Jumping Area. See Airport Facility Directory
Low Altitude Federal Airways are defined by center lines.
V 3 — 270° Intersection - Arrows are directed towards fix/dme which establish intersection

- FCA - Terminal Control Area
- Class C Control Area
- Mode C (See F.A.R. 91.24/AIM)
- ARSA - Airport Radar Service Area
- MRSA - Terminal Radar Service Area
- National Security Area
- MTR - Military Training Routes
- IR21

OBSTRUCTIONS

1000 ft and higher AGL
below 1000 ft AGL
Group Obstruction
Obstruction with no/intermit. lights. May operate part time.
2049 — Elevation of the top
(1149) — Height above ground
UC — Under construction as reported, position and elevation unverified
CAUTION: Guy wires may extend outward from structure.

MISCELLANEOUS

1°E — Isogonic line (1985 VALUE)
Flight Activity
Operations
Hang Gliding Activity
Fly Ⓕ Flashing Light
Marine Light

TOPOGRAPHIC INFORMATION

- Roads
- Road Markers
- Railroad
- Bridges And Viaducts
- Power Transmission Lines
- Cableway, Height greater than 200 ft.
- Aerial Cable
- Lookout Tower P-17 (Site Number) 618 (Elevation Base Of Tower)
- CG Coast Guard Station
- Race Track
- Tank-water, oil or gas
- Cut Wall ● Water Well
- Mines And Quarries
- Mountain Pass 1823 (Elevation of Pass)
- Outdoor Theater
- Rocks
- Shipwreck
- Pier
- Perennial Lake
- Non-Perennial Lake
- Dams

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ANCHORAGE TERMINAL AREA
AIRPORT RADAR SERVICE AREA

80 - - Ceiling of ARSA in hundreds of feet MSL
15 - - Floor of ARSA in hundreds of feet MSL

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Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

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CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
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ELMENDORF AFB		CONTINUOUS	124.3 273.5	127.2 255.6	ASR/PAR
KENAI		0600-2200	120.5	121.3* 239.3*	
LAKE HOOD SPB		CONTINUOUS	125.6	126.8	
MERRILL		0600-2400 MAY 1-AUG 31 123.7 0600-2300 SEP 1-APR 30		118.7*	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ANCHORAGE ARSA	118.6 290.9 246 330; 2000' AND ABOVE 119.1 362.8 246 330; BELOW 2000' 118.6 290.9 331-070; 3000' AND ABOVE 119.1 362.8 331-070; BELOW 3000' 123.8 161 210; 4000' AND ABOVE 126.4 161 210; BELOW 4000' 123.8 071-160; 6000' AND ABOVE 126.4 071-160; BELOW 6000' 259.3 071-245 123.8 211-245

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet, time is local. Contact nearest FSS for information.
†Other time by NOTAM contact FSS
This word - TO - on altitude means "To and including"
FL - Flight Level
NO A/G - No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	†OCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2203 A	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 B	EAGLE RIVER, AK	TO 11,000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON
R-2203 C	EAGLE RIVER, AK	TO 5000	0500-2400 MON-FRI 0-1 BY NOTAM 24 HRS IN ADV	ANCHORAGE APP CON

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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C 55.416/11:

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (246-330) 200' AND ABOVE ON 118.6 290.9 BELOW 2000' 119.1 362.8 WITHIN 20 NM.

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (331-070) 3000' AND ABOVE ON 118.6 290.9 BELOW 3000' 119.1 362.8 WITHIN 20 NM.

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (071-245) ON 259.3 WITHIN 20 NM.

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (211-245) ON 123.8 WITHIN 20 NM.

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (151-210) 4000' AND ABOVE ON 123.8 BELOW 4000' 126.4 WITHIN 20 NM.

ANCHORAGE TERMINAL AREA BELOW 3000' MSL (SEE BACK OF CHART)

NOTICE
Pilots are requested to avoid flight below 1000' AGL from 4 Apr 15 through May 31 and Sep 1 through Oct 31 due to large concentrations of migratory waterfowl.

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NOTICE
Pilots are requested to avoid flight below 1000' AGL from Apr 15 through May 31 due to large concentrations of migratory waterfowl.

MILITARY TRAINING ROUTES (MTR):
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.
Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

EXTENSIVE HELICOPTER TRAFFIC SFC TO 1500' MSL ALL PILOTS ARE REQUESTED TO ANNOUNCE INTENTIONS ON CTAF 123.05

Entire area of this chart is within the YUKON Standard Time +9 (+8 DT) = UTC

Features normally used as check points for controlled VFR traffic are emphasized on this series of charts so they may be readily identified.

Example - POWER PLANT
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 125

NOTICE TO USERS OF RIVERS CHART
You are urgently requested to inform us of any corrections and additions that come to your attention while using this chart. Advance paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is involved, such information should be indicated clearly and accurately on a marked chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-638-3677.

COMPLY WITH PART 93 COMMUNICATIONS REQUIREMENTS EXCEPT IN ARSA AIRSPACE

ALASKA MARITIME NATIONAL WILDLIFE REFUGE INCLUDES OFFSHORE PUBLIC LANDS ON ISLANDS, ISLETS, ROCKS, REEFS, AND SPIRES AS SPECIFIED IN THE ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT.

RESTRICTED R-2203B R-2203C R-2203A

ANCHORAGE

TURNAGAIN ARM

KNIK ARM

TORDRILLO MOUNTAINS

CHUGACH MOUNTAINS

KENAI MOUNTAINS

COOK INLET

ANCHORAGE

ANCHORAGE AIRPORT TRAFFIC AREA AND NORMAL IFR TRAFFIC FLOW

ANCHORAGE TERMINAL AREA RULES (FAR 93)

The following is a synopsis of the special air traffic rules in effect in the Anchorage terminal area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in FAR 91 and FAR 93.

1. General Rules: All Segments

a. Pilots operating to, from, or on an airport within the Anchorage Airport traffic area shall comply with the rules in this section and Section II, III, IV, V, or VI as applicable, unless otherwise authorized by ATC.
b. Pilots of airplanes shall conform to the appropriate traffic pattern as depicted.
c. Pilots of helicopters shall avoid the flow of airplanes.
d. Except as provided in Vd and e, pilots shall operate only within the segment containing the airport of landing or takeoff.
e. Except as provided in IVd, pilots shall maintain two-way radio communications with the control tower serving the segment containing the airport of landing or takeoff.

2. International Segment

a. Do not operate between 1200 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
b. When operating an airplane at more than 105 knots within the segment (except that part described in paragraph a. of this section), maintain at least 1600 MSL until maneuvering for a safe landing requires further descent.
c. When operating an airplane at 105 knots or less within the segment (except that part described in paragraph a. of this section); maintain at least 900 MSL until maneuvering for a safe landing requires further descent.

3. Lake Hood Segment

a. Do not operate between 1200 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
b. When operating an airplane within the segment (except the part described in paragraph a. of this section) maintain at least 600 MSL until maneuvering for a safe landing requires further descent.

4. Merrill Segment

a. Do not operate between 600 and 2000 MSL in that part of the segment lying north of the mid-channel of Knik Arm.
b. When operating an airplane at more than 105 knots within the segment (except that part described in paragraph a. of this section) maintain at least 1200 MSL until maneuvering for a safe landing requires further descent.
c. When operating an airplane at 105 knots or less within the segment (except that part described in paragraph a. of this section) maintain at least 900 MSL until maneuvering for a safe landing requires further descent.
d. When Merrill Tower is closed, maintain two-way radio communications with Anchorage Flight Service Station while operating within the segment.

5. Elmendorf Segment

a. When operating a turbine-powered airplane within the segment, maintain at least 1700 MSL until maneuvering for a safe landing requires further descent.
b. When operating an airplane (other than turbine-powered) at more than 105 knots within the segment, maintain at least 1200 MSL until maneuvering for a safe landing requires further descent.
c. When operating an airplane (other than turbine-powered) at 105 knots or less within the segment, maintain at least 700 MSL until maneuvering for a safe landing requires further descent.
d. Pilots landing or taking off from Elmendorf may operate between 1500 and 1700 MSL in those parts of the International and Lake Hood segments lying north of the mid-channel of Knik Arm.
e. Pilots landing or taking off from Elmendorf may operate between 900 and 1700 MSL in that part of the Merrill segment lying north of the mid-channel of Knik Arm.

6. Bryant Segment

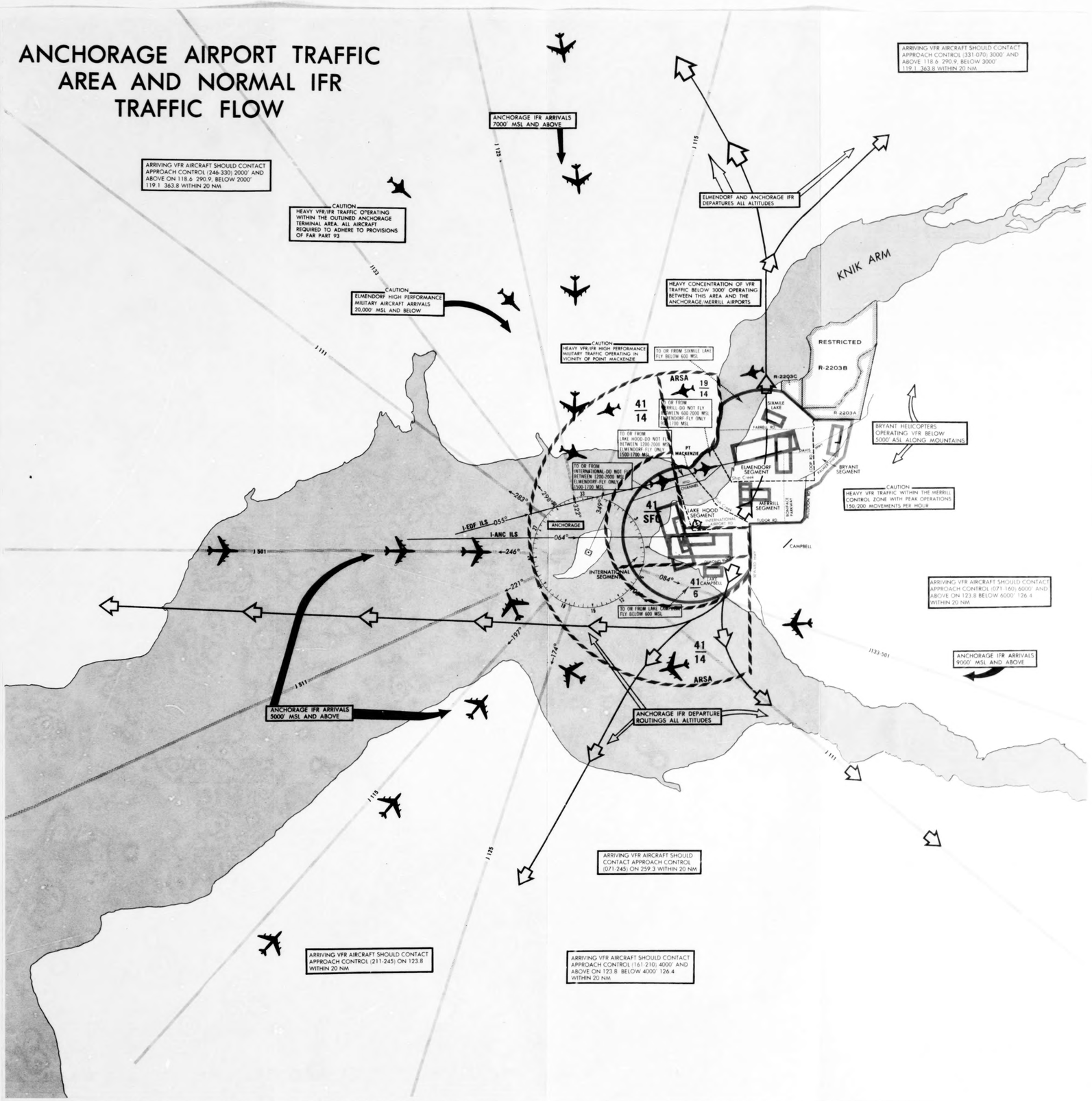
a. When operating an airplane within the segment, maintain at least 1000 MSL until maneuvering for a safe landing requires further descent.
b. When Bryant tower is closed, conform to the traffic pattern depicted and, while in the pattern, maintain at least 1000 MSL until maneuvering for a safe landing requires further descent.

7. Special Requirements: Lake Campbell and Sixmile Lake Airports

a. When operating to or from Lake Campbell or Sixmile Lake Airport, conform to the appropriate traffic pattern as depicted.

NOTE: The Anchorage Airport traffic area extends upward from the surface to, but not including, 3000 feet MSL. However, it does not include.

1. The airspace 600 MSL and below north of a line beginning at the intersection of Farrell Road and the boundary of R-2203 A, extending westerly along Farrell Road to the east of Sixmile Lake, thence along a line bearing on the middle of Lake Lorraine to the boundary of the airport traffic area.
2. The airspace 600 MSL and below south of a line beginning at the intersection of the new Seward Highway and Dimond Boulevard, extending westerly along Dimond Boulevard to Sand Lake Road, thence due west to the boundary of the airport traffic area.
3. The airspace depicted as the "Bryant Segment" when Bryant Tower is closed.


ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (331·070) 3000' AND ABOVE 118.6 290.9 BELOW 3000' 119.1 363.8 WITHIN 20 NM
ANCHORAGE IFR ARRIVALS 7000' MSL AND ABOVE
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (246-330) 2000' AND ABOVE ON 118.6 290.9, BELOW 2000' 119.1 363.8 WITHIN 20 NM
ELMENDORF AND ANCHORAGE IFR DEPARTURES ALL ALTITUDES
CAUTION HEAVY VFR/IFR TRAFFIC OPERATING WITHIN THE OUTLINED ANCHORAGE TERMINAL AREA. ALL AIRCRAFT REQUIRED TO ADHERE TO PROVISIONS OF FAR PART 93
KNIK ARM
HEAVY CONCENTRATION OF VFR TRAFFIC BELOW 3000' OPERATING BETWEEN THIS AREA AND THE ANCHORAGE-MERRILL AIRPORTS
CAUTION ELMENDORF HIGH PERFORMANCE MILITARY AIRCRAFT ARRIVALS 20,000' MSL AND BELOW
CAUTION HEAVY VFR/IFR HIGH PERFORMANCE MILITARY TRAFFIC OPERATING IN VICINITY OF POINT MACKENZIE
TO OR FROM SIXMILE LAKE FLY BELOW 600 MSL
RESTRICTED R-2203B
R-2203C
R-2203A
ARSA 19/14
41/14
TO OR FROM LAKE HOOD-DO NOT FLY BETWEEN 1200-2000 MSL ELMENDORF-FLY ONLY 1500-1700 MSL
PT MACKENZIE
TO OR FROM INTERNATIONAL-DO NOT FLY BETWEEN 1200-2000 MSL ELMENDORF-FLY ONLY 1500-1700 MSL
ELMENDORF SEGMENT
BRYANT SEGMENT
BRYANT HELICOPTERS OPERATING VFR BELOW 5000' ASL ALONG MOUNTAINS
CAUTION HEAVY VFR TRAFFIC WITHIN THE MERRILL CONTROL ZONE WITH PEAK OPERATIONS 150/200 MOVEMENTS PER HOUR
MERRILL SEGMENT
LAKE HOOD SEGMENT
INTERNATIONAL SEGMENT
LAKE CAMPBELL
CAMPBELL
41/SFO
41/6
I-EDF ILS 055°
I-ANC ILS 064°
ANCHORAGE
283°
299°
327°
349°
246°
221°
197°
174°
084°
J 501
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (071-160) 6000' AND ABOVE ON 123.8 BELOW 6000' 126.4 WITHIN 20 NM
ANCHORAGE IFR ARRIVALS 9000' MSL AND ABOVE
ANCHORAGE IFR ARRIVALS 5000' MSL AND ABOVE
ANCHORAGE IFR DEPARTURE ROUTINGS ALL ALTITUDES
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (071-245) ON 259.3 WITHIN 20 NM
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (211-245) ON 123.8 WITHIN 20 NM
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL (161-210) 4000' AND ABOVE ON 123.8 BELOW 4000' 126.4 WITHIN 20 NM

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